

National Maritime Security Advisory Council

Minutes of November 1, 2005 Meeting


The public meeting of the National Maritime Security Advisory Committee (NMSAC) was called to order at 8:30 a.m. on November 1, 2005, by the Executive Director, Captain Frank Sturm, United States Coast Guard (CG). The minutes are a synopsis of the one-day meeting. Audio recordings of the public meeting may be reviewed and will be retained within the Office of Port and Vessel Security (G-MPS) at Coast Guard Headquarters for two years from the date of the meeting.

Members appointed to the Committee who were present at the meeting are as follows:

Ms. Mary Frances Culnane	Mr. James Stolpinski
Mr. John Dragone	Mr. William Eglinton
Mr. David Halstead	Ms. Lisa Himber
Mr. John Hyde	Mr. Christopher Koch
Mr. Joseph Langjahr	Mr. Mark Witten
Mr. Basil Maher	Mr. Theodore Mar
Mr. Robert Merhige, III	Mr. Jeffrey Monroe
Mr. Thomas Thompson	Mr. Victor Zaloom

These members of the staff, public, and other Federal agencies who were also present:

Staff:	Other Federal Officials:
CAPT Frank Sturm	CDR Dirk Greene
CDR Tina Burke	LCDR Mike Dolan
Mr. John Bastek	LCDR Mar Hammond
Mrs. Melissa Danjou	LCDR Karrie Trebbe
PO Michelle Birchfield	LCDR Mike Cunningham
PO Michael Lorah	LT Jennifer McGaa
	Ms. Susan Burrill, IP
Public Observers:	Ms. Eleanor Thompson, USCG
Mr. Dan Sheehan	Ms. Maggie McGowan, USCG
Mr. Larry Bowling	Ms. Susan Lee, MARAD
Mr. Maurice McBride	Mr. Bill Aird, MARAD
Mr. Jim Loving	Ms. Kathy Conway, CBP
Mr. R. Edmonson	Mr. Francis Owens, DHS
Ms. Christine Pommerening	
Mr. Jeff Hirsch	
Mr. Chuck Diorio	
Mr. Ed Merkle	


CAPT Sturm welcomed the members and provided a synopsis of the agenda for the day.
( Double click on the icon to view agenda)

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Security Brief

LT Rob LeMonde provided a security access briefing outlining the types of classified or sensitive information which the committee members may be charged with handling while acting as members of the committee. He handed out SF312 forms for signature and return.

NIPP Overview

Ms. Susan Burrill was introduced to present an update of the National Infrastructure Protection Plan (NIPP). Homeland Security Presidential Directive-7 (HSPD-7) required this plan to be created. The NIPP will be a major move forward in planning. The draft will be forwarded for public comment November 2 or 3, 2005. New chapters have been added to discuss resources and more substance has been added. ( Double click on the icon to view slide presentation)

Mary Culnane asked who was responsible for “narrowing the focus” to critical infrastructures and key assets. Ms. Burrill responded that “narrowing the focus” was just a change in terminology to make the shift from assets to resources in determining what is critical.

Mary Culnane also asked who was responsible for deciding the critical resources. Ms. Burrill answered that the change in terminology came from the White House. Their agency developed the process that will determine which assets are critical depending on the threat, criticality, and consequences of each asset.

Jeffrey Monroe asked that, as a result of the active weather this season, what kind of variation needed to be incorporated in the plans? Susan Burrill responded that primarily the changes were in recognizing the fact that the plan will help harden against other disasters and not just terrorist incidents. The HSPD focuses on terrorist attacks.

Jeffrey Monroe also asked if Ms. Burrill thinks her organization has enough time to complete all the debriefing on everything that happened last summer before the final document. Susan Burrill responded that they have been doing a lot of debriefing in terms of the response and are not into the recovery yet.

David Halstead asked if the draft NIPP will be released to the public or just federal agencies. Susan Burrill stated that DHS will need the different federal agencies, Sector Specific Agencies (SSAs), the Homeland Security Advisors State Administrative agency, local individuals, and all the members of Sector and Government Coordinating Councils as well as the National Infrastructure Advisory Committee (NIAC) and National Maritime Security Advisory Committee (NMSAC) to respond and provide comments. They have tried to include as many groups and private sector stakeholders as possible in distribution of the draft document.

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David Halstead also asked how the NIPP would be tied into funding for Buffer Zone Protection Plans (BZPPs). Susan Burrill stated that the funding would come from grants. They have been working very closely with the Office of State and Local Government Coordination and Preparedness/Office of Domestic Preparedness and are going to make sure those grants and Homeland Security (HLS) grants are tied in to help implement this plan. One chapter in the plan includes language on aligning these requests to the federal budget processes. SSAs and other agencies determine what their requirements will be and should align them when considering the FY 2007 budget. DHS will be working with Office Management and Budget (OMB) to make sure the agencies receive funding for the out years.

CAPT Sturm asked whether the document to be released will include the sector plans or just the base plan. Susan Burrill responded that the Sector Specific Plans (SSPs) are each on their own schedules for completion and will stand alone rather than be annexes to the NIPP.

Christopher Koch asked when Maritime portion of the Transportation SSP be expected? Eleanor Thompson from CG Headquarters (OP/MP-5) stated that February 2006 is the target for the maritime mode sub-sector plan.

Mark Witten stated that Mr. Caverly (Director, Infrastructure Protection Division) had said the NMSAC would be the Sector Coordinating Council (SCC) for maritime. Are we going to form a separate SCC for maritime? What direction are we heading? CAPT Sturm responded that the NMSAC was created by law and is a Federal Advisory Committee Act (FACA) body. There has been discussion that the SCCs, which would be run almost exclusively by the industry, would not be subject to FACA requirements. Those two concepts are in conflict, and the legal counsel at DHS is examining the issue to provide further guidance.

Lisa Himber asked whether the Area Maritime Security Committees (AMSC) would be tasked during the development or review process for the maritime sub-sector plan. CAPT Sturm replied that the CG has not gotten to that level yet. The people who are drafting the plan are aware of the role that the AMSC plays at the local level, but he doesn't think the product would be vetted with the AMSCs.

Mark Witten stated that he heard earlier about security partners. How is the maritime sub-sector plan vetted with other federal agencies that will certainly play a role with maritime plan development after the recent hurricanes? Eleanor Thompson stated that the Transportation SSP is subordinate to the NIPP. The February deadline is for internal use and could be changed.

Recognition of Federal Agency Attendees

CAPT Sturm recognized attendees from other Federal government agencies and thanked them for their interest and participation.

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Transportation Worker Identity Card (TWIC) Update

A working group of the NMSAC provided input to the TWIC project this spring. TSA is the lead agency for the development of the TWIC and associated regulations. CAPT Sturm provided background regarding the work that is underway, accomplishments to date, and who has been involved. TWIC is on a timeline for a proposed rulemaking in early 2006. The rulemaking is significant according to OMB, and it will require that identity documents used in the maritime industry must be compatible.

Lisa Himber asked about the pilot program participants. Can the interim results of the pilot project be released to industry in order that the industry's decisions for equipment are informed? Jim Bull, from the Coast Guard Headquarters Vessel and Facility Security Division (G-MPS-1), responded that standards had not been set yet, but they will be in the Notice of Proposed Rulemaking (NPRM).

David Halstead stated that Florida had rolled out its identification card system in some smaller ports. While there are some minor glitches, thus far the reports are encouraging and Florida is cutting down the enrollment time. The contractors are working them, and it appears to be going well.

Task Statement – Communications Working Group

CAPT Sturm briefly described the need for developing a list of Subject Matter Experts (SMEs) that could be called upon to provide information or input to the government following a Transportation Security Incident (TSI), National Security Incident (NSI), or other times when expert input could be valuable. As an example, before and after Hurricane Katrina, this concept was used thus demonstrating how this group might be called upon to identify concerns, predict impacts and interdependencies, and suggest actions to be taken to resolve issues. This would be a first, small step in creating effective government/private sector communications mechanisms during incident recovery and reconstitution.

Christopher Koch asked the time frame expected by the Coast Guard for the working group to complete the task. CAPT Sturm responded that before the next NMSAC meeting would be satisfactory. Christopher Koch indicated that the SME list could be provided before February. The idea is that if the CG requires specific information for a sub-sector or regional concern in short order, the CG has access to private sector individuals and their networks who can obtain the information. CAPT Sturm stated that this is not an effort to replace the AMSCs and start gathering names of people so that local level incidents would be managed at the national level. It is more of an effort to identify those people who could best be consulted when looking at regional or national impacts of a particular event.

Christopher Koch said that the task statement also talked about work with a Commercial Operations Advisory Committee (COAC) working group. CAPT Sturm indicated that the list of maritime business sectors is not necessarily complete but is merely a starting point for further input as the committee desires and thinks is appropriate for the task. NMSAC may consult with COAC to identify all appropriate groups of SMEs. It is not the intention for NMSAC and COAC to duplicate effort.

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Victor Zaloom stated that he would like to add the academic/maritime research community. Christopher Koch said that the review of SME industry sector categories would be by full committee by teleconference towards end of year. Mark Witten added that before the NMSAC starts looking at the context, the first step maybe to review the list of industry sectors and make recommendations to add or delete some of the categories.

Christopher Koch stated that in the task statement the CG has facility owners and operators broken out separately at least in the liner business. He thought that the government would want a contact who could speak both about vessels and terminal facilities if there were a security incident. CAPT Sturm indicated that the CG would be open to these types of suggestions from the Committee.

CAPT Sturm indicated the next step by the CG will be to determine if this would be the best group of people to provide information for recovery and response. A better description of the role that these SMEs would play during response or recovery is difficult to articulate until a specific event. A discussion ensued regarding who is best able to answer the specific request. The Maritime Response and Recovery Task Force was started in the wake of Hurricane Katrina. Its immediate task was to develop metrics regarding recovery following the event. Measures were developed to give a “picture” of recovery. ADM Collins, the Commandant of the Coast Guard, has indicated a desire to hold a national conference/symposium to bring together a large, select group of people to develop these concepts. NMSAC members will be invited and utilized to assist in this process.

Jeffrey Monroe stated that industry has a good understanding of what to do with passengers and cargo. It does not appear that other entities have an understanding of the alternatives and need to catch up. The government’s best role is to assist industry and let them do what they know how to do. Lisa Himber opined that the “Operation Restore” initiative, possibly a TSA program, was tasked to tackle this issue. Possibly this is a place to start to determine work already done in this area.

Homeport

LCDR Karrie Trebbe presented a training briefing on Homeport. ( Double click on the icon to view slide presentation). Homeport is a web portal recently deployed by the CG to enable the sharing of secure but unclassified (SBU) information between government and maritime stakeholders.

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The CG is currently working on an agreement with DHS so that registration for Homeland Security Information Network (HSIN) and Homeport will be integrated. All NMSAC members are currently registered for Homeport. Additional members can be added to a community. However, if they do not meet all requirements for membership, a decision on whether there is a need to know or whether special permission is required based on the type of information that is appropriate for them to access is required. A member may be the member of more than one community. Homeport will be the mechanism for distribution of Marine Safety Information Bulletins (MSIB's) on port status and notifications related to threat bulletins. There is a content area conveying vessel traffic service (VTS) information, but that information is limited. NMSAC will be using Homeport to publish future information about meetings and agendas.

Public Comment

There was no public input.

Closing Remarks

CAPT Sturm stated that the Coast Guard would use Homeport to establish dates for next meeting and notify members. The meeting adjourned at 3:00 P.M.

The minutes have been reviewed for accuracy by CAPT Frank Sturm (Executive Director) and Mr. Chris Koch (Chair).